THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain R Greenhalgh put a new spar in the J. S. Fay yesterday.

The steamer Pearl will give an excursion at special rates to the Islands to-day, Friday and Saturday.

The tug C. E Bolton received some damage to her upper works by collision with the Main street bridge last Saturday.

The propeller Manistique, which brought down a large raft from Black River, Mich., also towed into this harbor a buoy from Starve Island Reef. Steps should be at once taken to replace it.

The schooner Rival, recently purchased by Captain Hearns, is on Smith's boxes for a general overhauling. She will be put in good seagoing condition. She received a new mizzen mast at Greenhalgh's yard.

The steamer Sparta, which broke her piston rod recently, arrived last night. It will be repaired at the Globe Works while she is disharging her cargo, and she will get away for Escanaba on Friday. She will pick up the Sumatra at Detroit.

The schooner Rival was sold last week through the firm of D. M. Beeker & Co., for J. T. Holling, of Toledo, and Andrew Holling, of Pultneyville, N. Y., to Captain Charles Hearns, of this city. Consideration, $3,500. The schooner was built at Alexandria Bay by Mr. Throop in 1857, is 221 tons, and classed B1.

Mr. H. D. Root is building a fine fishing tug at Vermilion for Captain Henry Pelton and Homer Sturtevant. The machinery will consist of the engine formerly in the yacht Olive of Sandusky and the boiler is being finished at Sandusky and will be sent to Vermillion at the proper time. The tug is 58 feet over all, 11 feet 4 inches beam and 5 feet depth of hold. She will ply in the fishing trade between Cleveland, Rocky River and Toledo and Captain Henry Pelton will be master. He took out papers as pilot Tuesday.

At Globe drydock the tug Mary Virginia had a leak stopped at the stern pipes, and a new pintle to her rudder. The Vernie Blake received some slight repairs and had a leak stopped. The schooner S. J. Tilden was re calked. The schooner G. H. Adams will go in to-morrow night to have a leak stopped, her butts calked, and other necessary repairs. The schooner Alva Bradley, which was unloaded at Lorain Wednesday, will probably go in Friday night. Tug Anna Dobbins will go in to take on a new wheel, which is being made at the Globe Iron Works.

The Leader in taking the RECORD to task regarding some omissions in a list of the old N. T. Line boats made some misstatements and omissions which we will make straight with the records. The Akron, 367 tons, was not built by Mr. Presley, for the N. T. Company but by Messrs. Quayle & Martin in 1859 for Messrs. Chamberlain & Crawford of Cleveland. She was valued at $21,000 and classed A1 in 1860. The first propeller Cleveland, 341 tons, of the N. T. Line was built by Mr. Jones, of Cleveland, in 1846, and was converted into a bark in 1860 for Mr. L. L. Lyon, after which, in 1860, the second Cleveland, 375 tons, of that line, was built by Quayle & Martin. She was valued at $25,000 and classed A1. The Jefferson, 344 tons, was built by Bidwell & Banta at Buffalo in 1853. She was valued, in 1860, at $12,500 and classed B1. The Ontario 349 tons, was also built at Buffalo by Bidwell & Banta in 1853, being launched under the name of Northern Michigan. The Leader man and Captain Brown, however, fail to find the propeller Prairie State, 352 tons, built by Presley & Stevens in 1852, valued at $12,000, classed B1, and sailed by Captain Monroe, who was part owner.

CHICAGO.

Special to the Marine Record.

The steamship Onoko went up the North Branch Tuesday morning with another big load of coal.

The side-wheel pleasure excursion steamer Saginaw is to be sold by public auction at 11 a. m. on the 30th of July.

Captain Arthur McGuire who attempted to commit suicide last week is progressing favorably, at the Alexanian Brothers' hospital.

The schooner John M. Hutchinson, while being towed up the North Branch, stern first, to unload, had her rudder carried away by coming in contact with a large spar, lying at the entrance to one of Miller Brothers' drydocks.

Grain freights are scare at 1c. to Buffalo; 5c. through to New York. Lumber freights are somewhat brisk at $1.12½ from Muskegon to Chicago.

The Anchor line propeller Gordon Campbell and consorts, the schooners Schuylkill and Allegheny, light, arrived at this port from Milwaukee Wednesday morning, and were towed up the river to load grain at the elevator.

The schooner R. Kanters lost her jibboom by collision with the Twelfth street bridge on Tuesday.

The barge Mary E. Perew will go into one of Miller Brothers' docks this, Wednesday, evening, for calking.

Transfers and sales recorded at Chicago Custom House, July 16: Propeller Daisy Day, mortgage, whole, $889; John Anderson to David Cole. July 20, propeller Pet, bill of sale, whole, $940; Wm. Everhart, sheriff, to American Net and Twine Company.

The schooner Floretta, which arrived on Tuesday with a cargo of iron ore, had a narrow escape from foundering in midlake. She began to leak after passing Racine, and the entire crew were compelled to abandon their ordinary duties and man the pumps in order to keep her afloat.

For the first time in six weeks there were signs of improvement in marine circles on Tuesday. Shippers were apparently imbued with a desire to take advantage of prevailing low rates, yet the benefit of the boom, if such it may be termed, was almost wholly given to the propeller lines.

The V. O. T. Company's tug J. V. Taylor, Captain Shea, was discovered to be on fire Friday evening, when about four miles down Lake Michigan from Chicago. Luckily the steambarge Swallow, bound for this port, was close by and put on two streams from her hose and prevented the fire from extending beyond the coal bunkers where it originated.

There is a very large fleet of coal laden vessels at this port this week, and considerable delay is being caused in consequence of insufficient coal dock accommodations.

Friday evening last the V. O. T. Company's tug A. A. Carpenter brought to this port Charles Bartlett, first mate of the tug J. C. Perrett. He had been kicked by a mule on board the Perrett, bound for Menominee, and had his leg broken. He was taken on board the Carpenter, off Grosse Point, and great care was taken of him by her captain and crew, and on her arrival he was conveyed to the Alexanian Brothers' hospital where he is progressing finely.

At Miller Brothers' shipyard the schooner White Star, of Oswego, is in drydock for a new stem, some new bulwarks, stanchions, rail, knight-heads, cat-heads, timber heads, repairs to deck, and a new jibboom and bowsprit. She was in collision with the schooner Polynesia, in St. Clair river. The tug John Miner was in for some repairs and calking; the tug J. C. Ingram for some new plank and calking; the steambarge Annie Laura for some calking; the tug G. W. Gardner for a new wheel; the tug Viva for calking; the schooner John M. Hutchinson is getting a new rudder; the schooner Reed Case got a new jibboom; the schooner Windsor some repairs and a new windlass; the steambarge Geo. Dunbar, schooner J. D. Sawyer, steamship John B. Lyon, tugs John Gordon, Union, Thomas Hood, and Shields some repairs.

Chicago Drydock Company's yard, the tug A. Booth was in for a new wheel; the tug O. B. Green for a new wheel; one of Green's Dredging's Company's scows for general repairs and calking; the barge Ogarita got a new cathead, anchor stock and some repairs; schooner G. W. Naughton a new cathead; the schooner Hattie Earl a new jibboom, main gaff and sprit sail yard; propeller Peerless some repairs and a new gang way plank; barge Manitowoc had her decks calked; schooner R. Kanters a new jibboom; schooner Ella Ellenwood new chain plate fenders; steam canal boat Old Rocks at the derrick for a new wheel.

WILLIAMS.

FRANKFORT.

Special to the Marine Record.

The steamship W. H. Grattwick and two barges, Robert L. Fryer and Selden E. Marvin, are loading lumber for Tonawanda. On their arrival the lumber shovers were informed that owing to low freight rates, only 25c. per hour would be paid for loading, but a couple of hundred men struck for the old rate, 35c., and after a few hours of parleying they were successful, and with a mighty shout and hurrah over their victory the work of loading again began.

The new tug Cynthia is now the only ferry boat in the harbor. The Sharley Butler has gone to Manistee to engage in similar business.

The schooner Racine is loading a cargo of shingles for Chicago. She is an old pioneer on the lakes; was built at Cleveland in 1844, and is 159.77 tons burden. The Napoleon, built in Milwaukee in 1854, and 103.20 tons net, was in last night for shelter. For a figure head she carries a carved fac simile of the celebrated "Little Corporal," Napoleon Bonaparte.

Tug Williams, of Manistee, with lighter and steam pump, is working on the Comanche, and expects to get her off in a few days.

The schooner Barbarian is loading gravel at the Manitou Island for Chicago.

The wrecking vessel Experiment is at South Manitou harbor, engaged in raising the sunken anchors of the steamer Sultana, lost about thirty years ago. The tug Slyfield is assisting her.

Captain Bundy, of the gospel ship, Glad Tidings, will be in South Manitou this week.

The schooner C. Amsden is loading pine lumber for Chicago. She is a voter, having been built 22 years ago at Fremont, Ohio. She is 174 tons burden. BURMEISTER.

LUDINGTON.

Special to the Marine Record.

The schooner Jane capsized off Little Point au Sable on Sunday night. She was bound for this port, light. The captain was the only person on deck, his two sons being asleep in the cabin. The Jane was capsized by the first puff of wind and the captain thrown overboard. He clambered on the wreck, however, opened the door and dove into the cabin and brought the boys out. When the wind subsided they rowed to Ludington in a small skiff. The tug Aldrich went after the capsized schooner and brought her into this port. The life-savers righted and pumped her out and repaired the rigging. D.

GRAND HAVEN.

Captain Dodge, local Inspector of Hulls, reported the propeller S. H. Pickands as having carried passengers on Fourth of July last, contrary to law. The Pickands had a permit to carry passengers on Grand River to Fruitport, and the captain unwittingly went outside of the piers to turn the vessel around, not thinking that by so doing he was committing any violation of the law. The inspector claims that she went out on an excursion, hence his report, which is generally thought to be spite work, as there was really no ground for doing so. The captain of the Pickands was arrested but bailed out.

EAST SAGINAW.

Special to the Marine Record.

The situation of the strike at this port remains about the same, both sides being apparently unyielding. The workmen, though as determined as ever, keep very quiet and do but little talking except among themselves. The loss of time by the workingmen means, of course, the loss of so much money, probably amounting to $50,000 in the valley, and the keeping of this money from circulation has caused a depression in business of which merchants complain considerably. The men now idle represent a large majority of the consumers, and as they are husbanding their resources and buying just as little as possible, it has caused a stagnation in business which is severely felt by all classes of dealers. Boats are lying in idleness and the docks are generally lined with men with nothing to do. A settlement of the points of difference between the employer and employed will be hailed with pleasure by all.

The steam yacht C. P. Fish received a new Hodge running wheel yesterday with which she expects to make some great time.

If you want a yacht or small tug, write to Harry Shaw, this city, who has several for sale.

The propeller Tempest and consorts Brainard, Wm. Young, Mary Birckhead and Dayton came in yesterday, and will load for Toledo.

The propeller Wm. Rudolph and consorts Wolverine and Keys brought up ten hundred tons of coal this trip for the Boom Company.

Harry Shaw has sold for Captain Vable, of Sebewaing, the steam yacht Laura M. to Chicago parties, through which she goes to Milford, Neb., via. flat cars, M. C. R. R. and the C. B. & Q. line.

The old barge Antelope, recently burned at this port, is to be converted into a lighter for transferring lumber, etc.

The steam yacht Bessie M. has been kept bobbing around serenely for the past week, transferring the Pinkerton detectives and soldiers from one mill to another on the river.

The new steam yacht H. Bruno was successfully launched on Saturday last, and without a doubt she is the finest model craft of her kind ever seen in the Saginaw river.

The tug Willie Brown took the barge Mary Stockton to Tawas on Sunday, where she will load for Sandusky.

The barges Sea Gull and E. Cohen that have been in ordinary here for nearly a month, secured cargoes Saturday, the former for Oswego, the latter for Ohio.

The scow Pacific, belonging to Pat Smith, of Cleveland, is here, waiting for a load, but fate seems to be against her like many others of the same class having no rating.

A party of gentlemen from this city have chartered the fast sailing yacht Sweetheart for a week's sail around Saginaw Bay.

The propeller Oswegatchie and four barges arrived in the river from Milwaukee, light, where they have been with coal. They are now loading lumber for Tonawanda.

Stickney's dredge is engaged in widening the channel in front of C. K. Eddy & Son's mill. SHAW.

DULUTH.

We quote from the Lake Superior News as follows: A good deal of misinformation exists as to the exact total storage capacity of Duluth elevators and storehouses. On the 1st of September it will be as follows: A, 650,000 bushels; B, 1,000,000; C, 1,100,000; D, 1,200,000; E, 850,000; F, 1,250,000; G, 1,500,000; house No. 1, 700,000; house No. 2, 700,000, and Duluth & Western, 650,000, a total of 9,600,000 bushels.

Vesselmen

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MARITIME LAW.

THE CITY OF ALEXANDRIA—DAMAGE TO CARGO ON LIGHTERS—NEGLIGENCE—CUSTOM IN STOWAGE—PERIL OF THE SEA.

District Court, S. D. New York. March 20, 1885.

In admiralty.

Brown, J. The libel, in this case, was filed to recover $5,120.47 damages for the non-delivery in good order and condition of 399 bales of tobacco, brought from Havana to New York, by the steamers City of Alexandria, in March, 1883. Eighty-six of the bales were damaged by falling into the water, while in course of transportation on a lighter from the pier in Havana to the steamer, about half a mile distant. The bales weighed about 100 pounds each, and were three feet square. The lighter was without deck. There were three tiers piled below the gunwale, and three above. While the lighter was crossing to the steamer, a strong gust of wind from the hills, according to the testimony, caused the lighter to carreen, so that some of the upper bales, which were very dry and slippery and not secured, slid off into the water. They were picked up and put on board the steamer the following day, and a clean bill of lading given for them by the agents of the ship, reciting them to have been all received on board ship in good order, both parties having knowledge of the facts.

To entitle libelants to recover, inasmuch as the damage to the tobacco was not done after it was received on the ship's deck and as the bill of lading also excepts perils of the seas, it is incumbent on the libelants to show that the injury arose from negligence of the lighter, and also that the possession of the lighter was the constructive possession of the steamer; in other words, that the transportation by the steamer in legal effect commenced at the wharf.

In most of its features the case of Bulkley v. Naumkeag Steam Cotton Co. 24 How. 386, is very similar to the present. There the vessel was held liable for injury to cotton while on board the lighter. In that case the lighter was unquestionably employed by the master of the ship, and at the ship's expense. The court say:

"Both parties understood that the cotton was to be delivered to the carrier for shipment at the wharf in Mobile, and to be transported thence to the port of discharge. After the delivery and acceptance at the place of shipment the shipper had no longer any control over the property, except as subject to the stipulated freight."

The court accordingly, held, "that the vessel was bound from the time of the delivery to the captain by the shipper at the city of Mobile and its acceptance by the master; and that the delivery to the lighterman was a delivery to the master, and that the transportation by the lighter to the vessel was the commencement of the voyage, the same, in judgment of law, as if the hundred bales had been placed on board of the vessel at the city instead of the lighter; and that the lighter was simply a substitute for the bark for this portion of the service." Page 391.

In the present case the questions chiefly litigated were, who employed the lighter, and in whose legal possession was the tobacco when on board the lighter? On the part of the ship, it is contended that the lighter was not employed by the steamer, her master, or agents; and that the tobacco was not in the possession or control of the ship, actual or constructive, until actually delivered on board by the lighter.

There is no direct evidence as to what was the actual arrangement or understanding, between this steamship line and the lighterers in Havana. The lighterage was a separate charge of six cents per bale, and entered in the margin of the bill of lading as a distinct charge, to be collected in addition to the freight *eo nomine*. But it is clear that there must have been some understanding, or arrangement, between the owners of the steamship line and the lighterers, from the fact, which clearly appeared in proof, that, by the well established usage and understanding at pier, all light cargo, such as this, destined for the line to which this steamer belonged, was to be lightered at certain established tariff rates by the lighters of Mendez & Co, to whom this lighter belonged, unless the shipper arranged specially for lighterage in a different manner; which it is said, he had the option to do, although that option appears not to have been generally understood.

The evidence taken at the trial, is in the main, circumstantial evidence bearing upon the question whether the lighter was to be deemed employed by the ship, or by the shipper. I shall not pursue this part of the case further, because the other question of negligence on the part of the lighter lies at the threshold of the libelants' case; and upon this question, as the evidence stands, I do not feel warranted in decreeing for the libelants. *Prima facie* it would seem to be negligence, and gross negligence, that bales, very dry and slippery should be piled three tiers above the gunwale and have no protection by lashing, when they are liable to slide off into the water if the lighter is tipped a little by a gust of wind. But the testimony on the part of the lighterman is explicit that these were goods lightered in the usual way; that the cargo was of the customary amount; it is not usual in Havana to lash or secure the bales; that the bales were no more slippery than usual; and that such accidents were extremely rare, as he had only known three or four such in a long experience.

I confess, indeed, to much doubt of the entire accuracy of this testimony. A custom not to secure slippery bales piled above the gunwale would seem to be merely customary negligence. But how can this court, at that distance, and without further proof of the circumstances, and in the absence of any contradiction of the respondent's testimony, affirm that such an established custom is *ipso facto* negligence, and therefore void as a defense? The harbor, except in extremely rare instances, may be smooth and quiet; the lighters may be built so stiff as to have very great stability in the water, and the amount of sail used may be so slight, as possibly to make reasonable and justifiable the alleged usage of dispensing with any lashing or fastening of bales piled a certain distance above the gunwale. The reasonable sufficiency of the alleged customary mode of loading must therefore depend upon the circumstances of the port and the country, of which this court certainly has no judicial knowledge, and which the evidence, does not disclose. If, as appears from the respondents' evidence, the lighter was in this case loaded in the usual manner, and none of the customary precautions were omitted on their part for the safe lightering of the tobacco, and the bales under such circumstances slid off in consequence of a sudden gust of wind, which was extremely rare, (see Wardsworth v. Pacific Ins. Co. 4 Wend. 33, 38,) then the loss was by a peril of the seas, and no negligence can be imputed to the lighter, and consequently none to the steamer, even though the lighter, were in the steamer's employ; and the loss must be set down to the exceptions in the bill of lading. It is sufficient to rebut the charge of negligence to show that the stowage was in conformity with the established usage of the port. Shear. Neg. § 6; Baxter v. Leland, 1 Blatchf. 526; Lamb v. Parkman, 1 Spr. 343, 351; The Titania, 19 Fed. Rep. 101, 107, 108; The Geo. Heaton, 20 Fed. Rep. 323; The Chasca, *ante*, 156.

If I were to hold that the steamer in this case, she ought to have a remedy over against the lighter in Havana. It would be unjust to charge the steamer upon evidence that would exempt the lighter in a suit there Much as I may doubt the accuracy of the evidence given concerning the alleged custom of Havana, or, if some such custom exists, whether this lighter was loaded in conformity with it, I cannot feel warranted in disregarding the positive evidence given, in the absence of all other proof to the contrary. I am reluctantly constrained, therefore, to dismiss the libel, leaving the libelants to their remedy against the lighterman in Havana, or to such further proof as they may make upon appeal in the circuit.

The schooner McClelland, of Dexter, the other day was seized by the revenue cutter Bibb, while carrying a foreign cargo without having on board the necessary manifest of her cargo. The schooner was turned over to Collector Warren, at Cape Vincent. The law under which the seizure was made provides that a manifest of all foreign cargoes must be retained on board of all vessels when in American waters. The penalty attached to this provision is a fine, not exceeding $500. For several years but little attention has been paid to this law, and captains off lake and river vessels have been in the habit of making manifest of their cargoes after arriving at the custom house. Collector Warren reported the case of the McClelland to the authorities at Washington asking for instructions. Yesterday Mr. Warren received orders to release the schooner upon the payment of the fine.—*Watertown Times.*

UPPER PENINSULA WATERWAYS.

At a convention of the representatives of the Upper Peninsula of Michigan, held in the city of Marquette on the 2d day of June, 1885, the following resolutions were adopted:

Resolved, That the national character of the inland water-ways, connecting the northwestern and central states with the east, demand such suitable appropriation for their improvement by the United States government as will meet the wants of commerce. That the completion of the Northern Pacific railroad, with its tributaries, as well as the Canadian system, north, have opened up to settlement and are rapidly peopling a large area of country whose products will largely seek communication through this inland water-way to the seaboard.

Resolved, That the St. Mary's river and St. Mary's Falls canal are part of this great system, indispensable to its adequate use, and the speedy improvement of the Hay Lake channel, lessening the distance through the river twelve miles in sixty, and the construction of a new lock in the St. Mary's Falls canal, as recommended by Col. O. M. Poe, demand larger appropriations than have been voted by Congress to insure their speedy completion.

Resolved, That, committees, each consisting of three members, be appointed to gather statistics and secure action by State legislatures and boards of trade, relating to these subjects, and that these commitees be instructed to make such report at an adjourned meeting of the convention, to be forwarded to Congress for favorable action, as may be covered by these resolutions. Said committees to be as follows: On harbors, St. Mary's canal and rivers, Portage Lake ship canal, railroads and state relations.

In accordance with and to carry out the above resolutions a committee was appointed to request the passage of joint resolutions by the legislatures of tsates and territories, and such action by boards of trade as would tend to induce favorable action by Congress. The committee submits the following extracts from the annual report of O. M. Poe, Lieutenant Colonel of Engineers, dated October 15, 1884, to the Secretary of War, and by him submitted to Congress in his annual report at the last session for favorable action:

"Hay Lake channel, St. Mary's river, Michigan, at present is not available for any vessels except those of the lightest draught. The original project was to obtain a channel 300 feet wide and 17 feet deep, sufficiently straight to admit of navigation at night when provided with suitable lights and other aids, thus saving about 12 miles in distance, and much time, now lost because of the impracticability of navigating the present route after dark. The amount of the original estimate was $2,127,292, of which there was appropriated by act of August 2, 1882, the sum of $200,000. The amount expended to June 30, 1884, is $122,824.70, and has been applied to digging test pits, surveys, repairs of crane scow and tug, construction and fitting out of quarter boat, engineering, drilling and blasting rock, dredging, etc. Up to the 30th of June 120,380 cubic yards of material had been removed from the Middle Neebish, of which 118,180 cubic yards were excavated after the 1st of July, 1883. This part of the work was done by contract, which extends to the 1st of November, 1884. The amount that can be profitably expended during the fiscal year ending June 30, 1885, is $500,000, to be applied to continuing the excavation at Middle Neebish, and beginning operations on the flats at the lower end of Hay Lake and at Little Rapids.

July 1, 1883, amount available....	$186,316 97
Received from sale of fuel.....	6 00
	$186,322, 97
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, '83	$84,404 12
July 1, 1884, outstanding liabilities	24,698 17
	$109,102 29
July 1, 1884, amount available....	$77,220 68
Amount appropriated by act approved July 5, 1884.....	125,000 00
	$202,220 68

"Work of improving St. Mary's river and St. Mary's Falls canal was begun in 1870, as only about 11½ feet could be carried through the channel between Lakes Huron and Superior. The project approved at that time was to deepen this channel to 16 feet. This has been practically accomplished by an expenditure to June 30, 1884, of $2,405,432 83. Statistics show that the commerce using this route is increasing so rapidly that if the rate of increase be maintained for eight years the present lockage system will be insufficient to pass all the vessels. It is therefore proposed to begin at once the construction of a new lock upon the site of the old ones, to be 70 feet in width, 700 feet between gates, and to have 21 feet of water on the miter sills, and to deepen the canal prism and approaches to correspond. The estimate cost of the work projected is $1,609,085, and of this amount not less than $250,000 should be appropriated to begin operations, with a similar annual appropriation until the work is completed. If this is done, the canal will be ready to take care of the larger class of vessels that will come into use with the improvement of Hay Lake channel.

July 1, 1883, available..... ...	$3,125 16
July 1, 1884, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1883.....	2,113 12
July 1, 1884, outstanding liabilities..	1,012 04
	$3,125 16
Amount [estimated] required for proposed existing project.....	$1,609,085 00

Subsequently the business of the canal so much exceeded previous estimates that Colonel O. M. Poe submitted a supplementary report, showing the necessity of the immediate construction of a new lock, but the lack of action by Congress to make the initiatory appropriation for the commencement of a new lock, or any appropriations for continuing work on the Hay Lake channel, through failure to pass the river and harbor bill last session necessitates more strenuous efforts on the part of those interested in this great national improvement, to secure such early action and appropriations of Congress as will insure the early completion of the work. The rapid development of the northwestern states is already taxing the capacity of the present lock, and which will, unless relief is had by the construction of another, be entirely inadequate to the wants of commerce. The transportation of freight in volume to and from Lake Superior is, to a large extent, controlled by the passage of vessels through the present lock, and whenever commerce shall tax to its utmost its lockage capacity, increase of business must cease or a new lock be built. Delay in lockage frequently necessitates stoppage of twelve hours to vessels, as the passage of St. Mary's river is unsafe at night. It is intended by the completion of Hay Lake channel of St. Mary's river and the establishment of range lights to render the navigation of the river safe at night. That these improvements are now imperatively demanded is shown by the large increase of tonnage during the season of 1884.

The committee, appointed in this interest, has been pushing the work with vigor, and is fast enlisting the influence of boards of trade and the legislatures of the states interested in the improvement, hoping that they will be able to place before Congress testimony sufficient to show that the measure will greatly benefit the business of the entire country and move that body to make the appropriation necessary for the immediate prosecution of the work. A sum not less than $500,000 for the improvement of Hay Lake channel, and $200,000 for the commencement of the new lock, as recommended by Colonel O. M. Poe, should at once be granted.

STEEL AGAINST IRON.

Mr. William F. Zimmermann, of the Pittsburg Testing Labratory, has complete for the Detroit Drydock Company a test of the the steel plates which will enter into the construction of the new steamer they are building for the Detroit and Cleveland Steam Navigation Company. The average tensile strength of the plates is stated to be 60,0000 pounds to the square inch. This soft steel is said to be of such remarkable elasticity that a piece of plate may be stretched one-half longer than its usual size without parting. The Detroit Drydock Company recently made some experiments of its own with the soft steel used in the construction of the new steamer Mascotte at its yards in Wyandotte. They were made both with soft steel and the best quality of iron used in the construction of iron ships. Strips of cold steel plate 3-16 inch thick and ¾ inch wide were twisted like an auger in a lathe, and even doubled, without cracking or causing a single abrasion of the metal's surface. Angle irons were flattened cold and bent in like manner. Another strip was bent repeatedly without causing it to break or even flaw. In the presence of the owners of the Mascotte, a large ball weighing 950 pounds was suspended at a height of 35 feet, and allowed to drop on a 3-16 inch plate, bulging it about 20 inches into the ground without breaking it. The ball was then dropped on the reverse side of the plate, and this repeated five times without breaking the plate. The same test was made with a ½ inch iron plate, and it was broken the first time. These tests are regarded as furnishing a conclusive demonstration of the comparative merits of soft steel and iron for resisting sudden shocks, and consequently of their respective merits as materials for the construction of modern ships.

LOSS OF THE QUEBEC.

The Canadian propeller Quebec, which passed through the canal on the 16th, bound down, struck a rock near the mouth of the river early next morning, and went down in 125 feet of water. The Quebec left Duluth with a full cargo of flour, which was consigned from Minneapolis to Sarnia, where it was to have been shipped east over the Grand Trunk railroad. She touched at Port Arthur and took on a quantity of merchandise and a number of passengers. No trouble was encountered until she suddenly brought up on a sharp rock, which pierced her bottom and she began to fill. The greatest consternation prevailed among the passengers, many of whom were asleep in their staterooms and were rudely awakened by the sudden shock. The captain, however, succeeded in quieting their fears, and all, including both passengers and crew, were taken off in lifeboats. They had barely time to pull away from the sinking steamer when she listed over on her port side and sank from sight. Both vessel and cargo are a total loss. The Quebec was one of the finest steamers trading to Lake Superior, and her loss will be sincerely regretted by hundreds of tourists, with whom she was a great favorite. She was built at Chatham, Ont., in 1874, and was owned by the Northwest Transportation Company, of Sarnia. Her registered tonnage was 812 tons, and she was valued at $65,000. The amount of her insurance is not known here. The estimated value of her cargo is about $30,000, which is fully covered by insurance.

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SUMMER TOUR

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And Every Week Day Between
DETROIT AND CLEVELAND

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Detroit & Cleveland Steam Nav. Co.
C. D. WHITCOMB, GEN. PASS. AGT.,
DETROIT, MICH.
T. F. NEWMAN, Passenger and Freight Agt.,
Cleveland, Ohio.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4. Fast Limited Express.....	°2 55 A M	°3 15 A M
No 8, N Y, B & A Express	°8 20 A M	°8 45 A M
No 26, Elyria Accommodation.....	†7 45 A M	....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	°2 20 P M	°2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express.....	°12 15 A M	°12 25 A M
No 23, Mich Express via Sandusky	²2 15 A M	
No 3, Chicago Express via " ..	²6 05 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 30 A M	°10 40 A M
No 9, Chi Pac Ex via Norwalk....	6 15 P M	°6 4 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ² daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2 45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliance necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N. Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	°10 40 A M	°10 45 A M
Chicago Accommodation.....	°9 02 P M	.....
Local Freight.....	°11 45 A M	°12 15 P M
WESTWARD.	**Arrive.**	**Depart.**
Chicago Accommodation	.....	°6 45 A M
Fostoria Accommodation	°4 46 P M	°4 51 P M
Local Freight.....	°12 20 P M	°12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—°7:45 a. m., °1:35 p. m., ²10.50 a. m., ²5.45 p. m., ²1.35 p m

EUCLID ACCOMMODATION.

Depart—°6 24 a. m , °9:10 a. m,. °5:05 p. m., ²8 45 a. m., ²12.15 p. m., ²4 25 p. m.

°Daily except Sunday. ²Sunday only.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager, Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex.....	9:00 A M
No. 23, Galion & Wheeling Express...	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex.....	°6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express...	°12 25 P M
No. 27, Galion & C.L & W. Acc.....	3:30 P M
No. 29, Massillon & Ulrichsville Ex.....	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp.....	°6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex.....	°4:45 P M
No. 22, Galion Acc.....	9:20 A M
No, 26. Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express.....	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agt.,
CLEVELAND, OHIO.

FOR SALE,
New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅝ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

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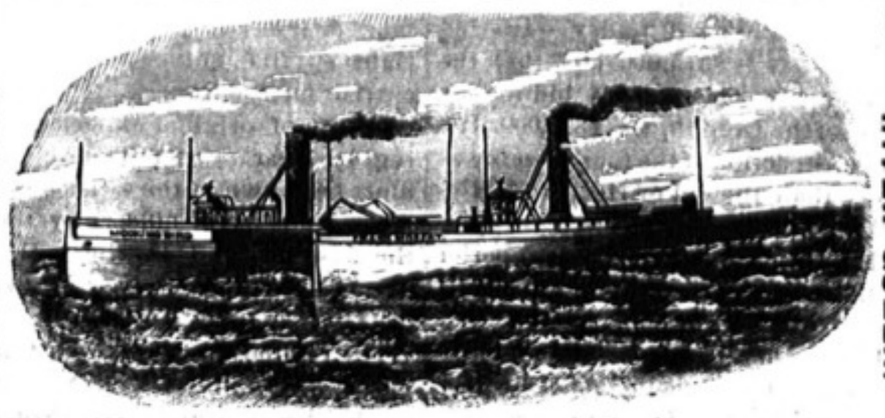
FOR THE
Marine Record.

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

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WROUGHT STEEL RANGES
FOR STEAMBOATS,
Hotels & Restaurants.

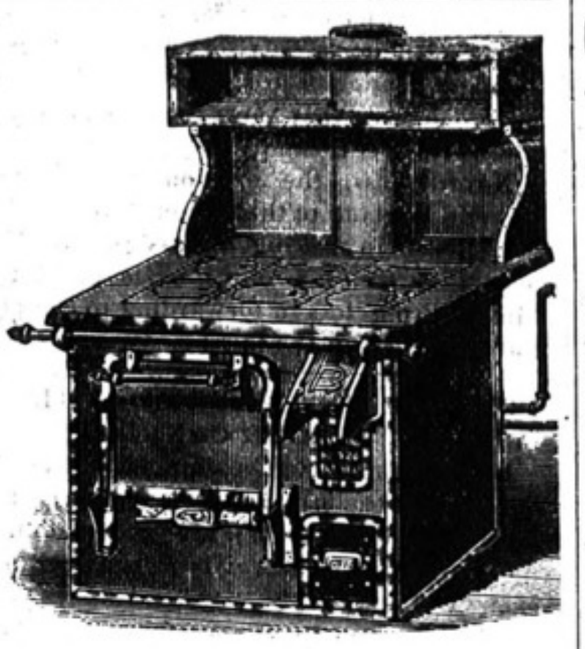
Born's Wrought Steel Range, 9x24, has one oven 24x24, and 15½ inch high has 6 9-inch boiler holes; top cooking surface, 3 feet 4 inches, by 2 feet 7 inches.

No. 9x26 Wrought Steel Range has one oven 26x26 and 15½ high, has 6 9 inch boiler holes, top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9 inch boiler holes Size of ovens 26x26 inches each. Top cooking surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes. Size of ovens 18x26 inches each. Top cooking surface 5 feet by 3 feet

These are durable, well made ranges, adapted to Vessels, Hotels and Restaurants SEND FOR PRICES **F. & H. BORN, Cleveland, O.**



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IN DETROIT
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Best dispatch! Best dock! Best coal! Bottom prices.
Massillon, Jackson Hill, Cambridge and Hocking Valley.
Dock---Adjoining S. F. Hodge's Iron Works.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, July 15, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 11, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
126,306	.....	Sc.	Cleveland,	11.77	11.24	Crisfield, Md.
126,307	.....	Sc.	Clara S.,	63.11	59.95	Boston, Mass.
157,151	.....	Sl	Dude,	5 33	5.07	Port Jefferson, N. Y.
135,849	.....	Sc.	Excelsior,	20.45	19.43	New Orleans, La.
120,612	.....	Sc.	Fidelity,	53.07	50.42	San Francisco, Cal.
95,854	.....	Sc.	Hendrix,	11.77	11.24	Crisfield, Md.
76,586	K D C P	Sc.	J. Manchester Haynes,	795.87	756.08	Boston, Mass.
91,776	.....	Sc.	Milford B.,	10.44	9 92	Eastport, Me.
150.353	.....	Sl. y	Priscilla,	75.77	71.99	New York, N. Y.
161,540	K D C N	Y.	Vixen, of Yarmouth, Me,	20	20	St. Louis, Mo.
			STEAM VESSELS.			
91,775	.....	St. s.	Magic,	14.33	7.17	New York, N. Y.
81,075	K D C Q	St. y.	Wanda,	111.27	55.64	New York, N. Y.
			UNRIG'D VESSELS.			
34,047	.....	Barge.	City of Paris,		541.12	New York, N. Y.
53,242	.....	Barge.	Omaha,	105.19	99.94	New York, N. Y.
62,874	.....	C. bt.	W. G. C. Wood,		118.40	Whitehall, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

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AT
THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

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1885. Steamers of the above line 1885.

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W. E. COMER, Master,	J. R. JONES, Master,
LEAVES DETROIT	LEAVES DETROIT
Every Tuesday, 9 p. m.	Every Saturd'y, 9 p m.

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

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TELEPHONE { Office, No. 338. Residence, No. 1328.

L. S. SULLIVAN,
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VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS.
Office, 74 Water-st., Toledo, O.
Telephone, No. 129.

PALMER & BENHAM,
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MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,
Fire and Marine Insurance Agents and Vessel Brokers.
Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

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ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,
Attorney, Proctor & Advocate,
ROOM 6, 190 SUPERIOR ST.,
CLEVELAND, OHIO.

DAVID BARNHISEL, Agent.
DOMESTIC & STEAM COAL
Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

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DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH—William Godley.

Articles, letters and queries on all subjects are solicited.

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Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 23.

DEATH OF GENERAL GRANT.

General U. S. Grant died at Mt. McGregor, N. Y., at 7:45 a. m., on the 23d inst. He was surrounded by his family and passed peacefully away. The remains of the old hero will be removed to New York and there prepared for burial. Up to the time of going to press it had not been decided where the burial will take place. General Grant's history is before the country. It has been acknowledged by all that he was a good citizen, a great general, an honored president, and a patient man, that this country is better and stronger for his having been born. He has passed into the peaceful haven, meriting the respect and admiration of the entire world.

SUSPENSION OF JOHN ROACH.

In the light of common sense, the suspension of Mr. Roach, shipbuilder, is purely a matter of business, and on business principles could not be avoided. He is credited with having assets of sufficent value to meet from two to fifty times his liabilities, and it was no doubt the result of advice from his legal councilor, Aaron J. Vanderpoel. The refusal of Secretary Whitney to accept the Dolphin as coming up to the requirements of the specifications created a feeling of uneasiness in the mind of Mr. Roach, which prompted him to the conclusion that he would be unable to complete the three cruisers to the satisfaction of the government, contracts which he had succeeded in securing by competitive bids. Realising, by the persistent attitude of the Secretary of the Navy that nothing short of the requirements called for in the plans and specifications sent out for the construction of the Dolphin would be acceptable to the government, Mr. Roach deemed it unwise to continue work on the cruisers and ceased in order to ascertain his true bearing and the views of the government in regard to them. The bids on the new cruisers were as follows:

	Roach.	Cramp.	Harlan & H
Chicago.....	$889,600	$1,080.000	$1,120,000
Boston	617,000	650,000	775,000
Atlanta.....	619,000	650,000	777.000
Dolphin....	315,000	375,000	.....
Totals...	$2,440,000	$2,755,000	*$2,672,000

*For three vessels only.

It has been said that the government has no contract with Mr. Roach for the construction of the Dolphin, but this is not in accordance with common sense, neither is it in accordance with business policy. It is not the custom of the government to give out work without the most scrupulous attention to details, neither is it the custom of Mr. Roach, and if there had been no contract there would have been no work done. If Secretery Whitney insists that no contract was entered into with Mr. Roach, the shipbuilder has the advantage of the present situation and his bondsmen can not be made responsible. Some $280,000 have been paid for the Dolphin, leaving but $35,000 unpaid, which is not sufficient to cripple and suspend such an extensive firm as was conducted by Mr. Roach. If there was no contract, Mr. Roach has a perfect moral right to dispose of the Dolphin to the best advantage.

The great difference in the several bids printed above create the that impression Mr. Roach is somewhat at fault for the difficulty in which he finds himself to-day. His bid for the four boats is $315,000 less than the lowest competitive bid, and his bid for the construction of the Dolphin was $315,000. His bid for the construction of the four vessels was $232,000 less than the bid of Harlan & Hollingsworth on the three cruisers. It is possible that Mr. Roach, by virtue of his superior facilities, has been enabled to show this vast difference in the cost of construction, and it is also likely that a desire to prevent any shipbuilding plant from being perfected for government work of this nature in this country has had its influence. In fact it has been held by the daily press that the assignment of Mr. Rocah is a national calamity, that the American shipping industry has been destroyed by the inflexible attitude of the goverment towed Mr. Roach. This view however, we can not coincide with, not being prepared to think that Mr. Roach is the only shipbuilder who has received encouragement from the government, although he has received the best contracts that have been given to private corporations. If Mr. Roach has built the Dolphin according to the specifications and under the direct supervision of the naval advisory board, the government cannot afford, after having tested her, to declare that there has been no contract with Mr. Roach.

Nevertheless, the opinion of Attorney General Garland to that effect has justified Mr. Roach in making an assignment, his only resource, his only mode of saving himself from loss in forwarding to completion the work on the three cruisers.

DOMESTIC MERCHANDISE IN TRANSIT THROUH CANADA.

In accordance with a statement made in our issue of the 9th inst, we are prepared to lay before our readers the explanation of the circular of the Secretary of the Treasury of the 2d inst., viz:

To the Editor of the Marine Record.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., July 15, 1885.

SIR: Replying to your letter of the 10th inst., in which you request information, in regard to a Circular of this Department, dated 2d inst. on the transit of merchandise through Canada by routes part water and part rail, I enclose herewith copy of a letter on the subject dated the 11th inst., addressed to the Collector of Customs at Oswego, N. Y., which it is thought contains the information desired by you.

That portion of your letter relating to the use of the Welland canal and incidental portage of portions of cargoes, by means of the Welland railway, will be further considered by the department.

Very respectfully,
C. S. FAIRCHILD, Assistant Secretary.

[Copy.]

TREASURY DEPARTMENT
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., July. 11, 1885.

Collector of Customs, Oswego, N. Y.

SIR: Referring to your letter of the 8th inst., in regard to the intent and effect of the Circular of this Department of the 2d inst., in which instructions were given to customs officers in the matter of transportation of merchandise through Canada, by routes part rail and part water, your attention is invited to the following statement of facts.

Under Article 29 of the Treaty of Washington transportation by all rail routes from one part of the United States to another, through the Dominion of Canada, and from one point in the Dominion to another through the United States is authorized.

Under Article 30 of said treaty transportation through the territory of both Governments by routes partly by rail and partly by vessels on the great lakes and connecting waters is authorized. (See Synopsis 2171.)

By an act approved March 3, 1883, Congress directed the discontinuance of the 30th. Article referred to from and after July 1 1885, and notice to that effect was promptly given Her Majesty's Government through the Department of state immediately after the appointment of said Act.

The circular of this Department of the 2d inst., simply directed customs officers on the northern frontier to discontinue shipments of merchandise passing through Canada, under transit manifests between American ports by routes part rail and part water, and instructed them to hereafter treat good, arriving at their ports by such routes as importations from foreign contiguous territory, that is to say that such goods upon arrival should be entered. Of course, if merchandise so arriving is of domestic production it will be admitted to free entry upon presentation of the proof and in the manner prescribed by the law and regulations.

Merchandise arriving by all rail routes will be treated as heretofore, the 29th Article of the Treaty not having been terminated.

Very respectfully,
D. MANNING, Secretary.

That is articles of the growth, production and manufacture of the United States, duly exported to a foreign country and brought back in the same condition as when exported, and upon which no drawback or duty has been allowed, are entitled to entry free of duty. Such articles should be entered on the outward manifest of the export vessel. A sale abroard does not destroy the right to free entry, nor does damage incurred on the voyage. If brought back to the port of original exportation the fact of regular clearance for its foreign destination must be shown to the satisfaction of the collector and naval officers by the records of the customs, and by the oath or affirmative of the person having knowledge of the facts.

The regulations governing the transportation of merchandise to, from, and through the British possessions in North America, under the laws and treaty of Washington, are as follows: Merchandise imported at any other than the designated ports on the seaboard or frontier, even though the same shall appear by manifest and invoice or bill of lading to have been destined for immediate exportation to Canada, can not be exported under this form of entry. In order to transfer such goods through any part of United States for exportation, regular warehouse and transportation entry must be made at the port of arrival, and re-warehouse and exportation entry at the port of exit; and the same is true respecting goods imported at the designated ports, which it is desired to forward by a route not duly authorized. That is as in article 30 each of these routes is specifically designated; viz; in the district of Champlain, Ogdensburg Suspension Bridge, Buffalo, or (Pembina) St. Vincent and vice versa; from Detroit, Port Huron Chicago, Milwaukee or Duluth by way of (Pembina) St. Vincent and vice versa.

MAY FREIGHT BOATS CARRY PASSENGERS?

According to a recent opinion expressed by Commissioner Beckwith, the captains and owners of the barges Transport and General Burnside have placed themselves liable to heavy fines and probable confiscation of property, on having turned their respective crafts into passenger boats without having the necessary license and life-saving appliances required by the United States government. There are a number here who would like to be enlightened on the subject through the columns of the RECORD.

Freight steamers can not carry passengers. Under ruling of Treasury department, April 22, 1879, a steamer, sailing under inspection certificate, cannot carry passengers on excursion or other routes without subjecting himself to the penalties provided in sections 4499 and 4500, Revised Statutes. A steamer sailing under such certificate may have its character changed by indorsement made by the local inspectors upon application; she must then be furnished with the additional life saving equipments the change requires. In case the steamer your letter relates to desires such a change you are referred for guidance in the matter to inclosed circulars Nos. 59 and 115 series of 1878.

If a vessel that is propelled by steam is engaged in the transportation of passengers for hire, then it is responsible for a full compliance with all the conditions required by the statute for vessels in that service, whatever may have been or whatever may be subsequently her employment. The object of this ruling will be apparent to all, that necessary provisions for the safety of passengers is paramount to all other considerations, and justice to those steamers which go to the expense of providing these measures demands a strict adherence to the rules.

REPRESENTATIVE W. W. MANNING of the Portage Lake and River Improvement Co., has submitted a proposition to the Board of Supervisions of Houghton, Mich., for the reduction of canal tolls, which has been accepted. We have no advice regarding the details of the engagements between the two parties, but as it promises to reduce rates on first and second class freight to 50 cents per ton, on third and fourth class to 25 cents per ton, on copper to 15 cents per ton, on coal to 7 cents per ton, no one interested on the side of the benefit is going to question the details. This reduction will take effect on the 30th inst.

SPECIAL AGENT WHITED has been directed by Secretary Manning to look up the effect of his recent order regarding the transit of merchandise through Canada, and to make a special study of the result on the Welland canal traffic. Mr. Whited has been in consultation with business men in Oswego.

The extensive coal dock built at Washburn Wis., by the Omaha Railroad Company has just been completed. The dock covers an area of eleven acres, and is built of rock from the bottom up. There is twenty-two feet of water alongside. A space 125x320 feet has been reserved for a new elevator which is to be built this season.

PUT-IN-BAY.

Although finished without much breeze the contest of the yachts was fairly interesting and well sailed with one or two exceptions. At the start the yachts had a good top-sail breeze (which was enlivened to a squall, during which the Mazeppa capsized) but afterward died away. The Ripple, while in the lead, lost all chance to win by humanely coming to in order to assist in righting the capsized yacht but the steam-yacht Winifred, Captain Williams, rendered the necessary assistance.

In the first class, Cora, of Cleveland, Captain George Disbrow was the winner. Time 3 h. 4 m. 2s; S. H. Ives, 4 h. 2m. 37s.; Partridge of Detroit 4 h. 7 m. 20s.

In the second class Fanchon, of Put-in-Bay, took the prize. Time, 3 h. 22 m. 22s; Scud, of Toledo, 3 h. 42 m. 30s; Osprey, 3h. 55m. 18s.; Oberon, of Toledo, 3 h. 53m. 10s.; Jennie J., 4h. 15 m. 57 s.; Stella, 4h. 7 m. 45s.; Cora V. 4 h. 4 m. 42 s.; Crescent, 4 h. 16 m. 45s.; Alert, 4 h. 7 m. 19 s.

In the third class the Madaline, of Detroit, won in 2 h. 2 m. 32s. Wanderer, 2 h. 26m. 30s.; Ripple, 2 h. 20 m. 9s.; Vixen, 2 h. 12 m. 41s.; Tidal Wave, 2 h. 10 m. 49s; Maud S., 2 h. 10 m. 45 s.; No Name, 2 h. 25 m. 2s.

The first prize for first-class yachts is a magnificent silk banner, blue field, red, edges, fifteen feet long, six feet hoist, and three feet six inches on the swallowtailed fly. In the center, in gold lettering, a foot in length, is the inscription, "Champion." The entire field, some five feet in width, is of a single piece of heavy banner silk. This flag cost the committee $100. The first prize for second-class yachts is an exquisitly designed, gold-lined, sterling silver cup. The design is a tankard, fifteen inches in height, on a base six inches square, supported by four solid silver bars a foot in length, crossing between the spokes of a vessel's wheel and secured by a gold cable, with a lovers knot. A beautifully designed sloop yacht under main and stay-sail surmounts the cover. This cup cost $150. The prize for third-class yachts is an elegant United States banner, made of the best English bunting. All of these prizes were donated by the citizens of Put-in-Bay.

At the close of the day a reception took place at Stacey's on Middle Bass, at which about 1000 people enjoyed themselves. The Clevelanders are jubilant over the victory of their favorite and Captain Disbrow well pleased with the sailing qualities of the Cora.

MILWAUKEE.

The coal laden Comanche is broadside on the rocks at the North Manitou and has six feet of water in her hold. The tug Caroline Williams, with wrecking outfit from Manistee, has gone to her and another steam pump was sent from here on the propeller Depere. She is in bad shape. Only her top-sides are visible above the water. The vessel went ashore last Friday during a fog, and in a few hours she was full of water. Her crew made every possible effort to release her, but they failed to accomplish anything toward that end, and they finally went ashore and telegraphed to Manistee for a tug and steam pumps. The Comanche is bound for Chicago from Oswego with a full cargo of coal. The master of the barge Manitowoc which arrived at Chicago Sunday night, stated that he saw the Comanche early Saturday morning and that men were engaged in jettisoning her coal cargo. He believed that her decks were under water. The Comanche is owned by Quonce & Co., of Oswego, is valued at $7,000, measures 322 tons, and rates A2. She was built by Navagh in 1867; and twice since she has received extensive repairs.

The life saving crew rescued three men from a small boat which was being carried into the lake.

The Anchor line steambarge Gordon Campbell and consorts Allegheny and Schuylkill, which were to have been placed in ordinary here, left here for Chicago to load grain. The revenue cutter Andy Johnson left here to-day on an extended cruise on Lakes Michigan and Superior.

The schooner Tri-Color, is believed to have been lost, in the squall of Sunday. She left Kewaukee on Friday for Racine and has not since been seen.

R. P. Fitzgerald & Co. owners of the schooner Northwest, have begun suit against J. B. Oliver & Co. to recover $2,613.45 on a cargo of wheat loaded in the Northwest last winter but subsequently unloaded again here before part of it had been wet. The shipper is to bring a suit against the vessel owners claiming $5,000 damages.

The barge Hattie Wells loads 10,000 bushels of wheat for Port Huron and the steambarge William Chisholm goes to Escanaba for ore.

DETROIT.

Special to the Marine Record.

July 21.—A very narrow escape from a watery grave occurred the other day on the Detroit river, one mile above Windsor, which was in this wise: The tug Sea Gull, having in tow the schooner Seaman, bound down, had on board Mrs. Nichols, wife of Captain Charles Nichols, who was standing aft, with her child in her arms, when suddenly the main boom swung over and swept both into the river. The parties concerned, both on the tug and the vessel, were equal to the emergency, and quickly the tug let go the tow line and went to the rescue of the unfortunates, while at the same moment the boat was lowered from the vessel and both mother and child were rescued and gotten safely on board, uninjured but badly frightened, after having been in the water fully twenty minutes. When the vessel landed at the dock a physician was sent for, although his services were not really required.

The excellent cut of the new steamer, Darius Cole, which appeared in the last issue of the RECORD, was highly commended by every one here, as well as the description given of her construction.

The proposals for furnishing the material and labor for the completion of the Port Sanilac lighthouse were opened here on Wednesday by Captain E. L. B. Davis, engineer, eleventh lighthouse district. The Snead & Co. Iron Works, Louisville, Ky., were the lowest bidders, their figures being $1,100. The materials are to be delivered at the lighthouse depot in this city.

The steamer City of Alpena, which unfortunately stranded on Round island, in the Straits of Mackinac, a few days since, sustained no serious injury, so far as known, arriving here and departing on her regular time.

A collision took place a few nights since on the river, opposite this city, between the propeller Clarion, bound down, and the railway steamer Lansdowne, which was crossing the stream to her slip above Windsor, with an eastern bound passenger train. Fortunately there was no loss of life, although it was a miracle that such was the case, and it may be attributed to the fact that the Lansdowne is a strongly built craft and the largest on the river. When about the middle of the river Captain Sullivan, of the latter steamer discovered the approach of the Clarion, signalled one whistle, so as to allow her to keep on her direct course, as she was entitled to the right of way. The Clarion, however, responded with two whistles, and by this time the steamers were in close proximity. Captain S. had his wheel shifted immediately, the engine stopped and reversed, but too late. The Clarion struck the Lansdowne a glancing blow on the port side, forward of the wheel, damaging her rail and upper works for a space of about forty feet, which will involve repairs to the extent of $8,000 or $10,000. The Clarion's damages were probably not serious, as she continued on her course. According to the rules of navigation and from the circumstances, as they have been related, the Lansdowne would be held in fault.

The scow Marion was sold the other day by John McArthur, of Gibraltar, to John A. Lockhart, of Algonac for $600.

The amount of tonnage constructed at this port and enrolled in this district for the past three months sums up 1,668.48 tons, one-half less than that of preceding years.

The schooner Mary Battle was sold by the United States marshal, at this port on Wednesday for $750, Murphy Brothers being the purchasers. As is generally known the vessel has yet to undergo large repairs from being wrecked last fall, which are now being carried out at the Springwell's drydock.

I need not repeat the fact that the lumber trade continues in a depressed state, and beyond a precedent, causing vessels to lay up for the time being, and if I greatly mistake not the same course will be taken by merchandise steamers, at present in the grain trade, from the upper to the lower lakes. It has become ruinous, and will not pay. The steamer W. J. Averill will be withdrawn from the Chicago & Ogdensburg route if not more than 1½c. can be realized on grain. The schooners Wm. Home and Smith & Post have been laid up here, and the tug John Martin has become weary in her line of business and has retired.

Rafts are getting to be of prodigious size, and it is pretty generally noticed that each one passing this way is the largest on record. The tug John Owen, on her recent trip, landed a raft at Buffalo which contained 400 cribs with 1,000 feet each. It was made up at Pencoming, and she is now en route to Mackinac for another. The tug Champion, of Grummond's line, is at present en route from East Tawas with a monster raft for Buffalo. The tug Martin Swain, of same line, with a large raft of spar timber, also for Buffalo. The tug W. A. Moore, of Murphy Brothers' fleet is on the passage to Tonawanda with a raft from East Tawas.

The new steamship Tioga called here on Thursday from Chicago to Buffalo with 80,000 bushels of wheat. Nothing was said regarding the time made, and no questions were asked.

The schooner Widgeon has just taken a small cargo of lumber from Detroit to St. Clair flats, at $1.00 per m. This is the first of the kind known for many years. The material was for a club house.

The insurance on the sunken steamer Quebec is held by the Inland Lloyds to the amount of $43,000.

The excursion business between Toledo and Detroit, per steamer Evening Star, continues brisk notwithstanding the cry of hard times. The same may be said of the route to Port Huron and prominent local points which attract large crowds.

For some time past a movement has been on foot for the construction of a bridge across the Detroit river to Belle Isle, and on several occasions it has been before the city council and for a while appeared quite promising. Belle Isle now belongs to the city of Detroit, and is being converted into a pleasure park to which both rich and poor can resort. But it would appear that the undertaking cannot be carried out without higher authority, otherwise Uncle Sam. Although the channel is in American waters, it is, nevertheless, the passage way for steamers and vessels, consequently our city fathers have to go slow with their project. It is but a short time back that an effort was made by a railroad company to bridge the Detroit river to Canada, and so far as the Dominion government was concerned they yielded their consent, but the opposition became so strong on the American side that it had to be abandoned. Quite recently, however, the current has commenced drifting the other way, and there are not a few who once strongly opposed it, who believe, were a bridge to be built, no serious harm would arise from it; that the country would be perfectly safe, and that not very far distant the project will be carried out. Vessels, as a rule, do not sail on the Detroit river, but almost invariably tow Tall masts, with yards aloft, have become a thing of the past, and the passage through a wide draw would not be difficult.

Several members of the Detroit river towing association met at the office of Captain S. B. Grummond Monday afternoon to take action on the proposition to reduce the tariff on towing. It was decided to reduce the card rate for towing vessels from Cleveland and points west of that port to Lake Huron 40 per cent. From points below Cleveland to Lake Huron the rate was undisturbed. On down towing the rate from Point au Barques to Lake Erie, a reduction of 40 per cent. was made. Vessels picked up above that point will be towed to Lake Erie on the old card rate. Only nine of the thirty-four tugs comprising the association were represented at the meeting, and it is hinted that the several tug owners who are absent from the city will upset the entire arrangement when they return, as some of them are known to be decidedly opposed to the reduction.

HALL.

CLAYTON.

Special to the Marine Record.

The steamer Anna Laura is now running for the Rome, Watertown & Ogdensburg railroad, one trip a day, as an extra boat.

The excursion steamers and yachts are on a fly these days. They are making hay while the sun shines, as there are a good many people coming to the St. Lawrence to spend the hot season.

The steam yacht Claude S. is now stationed at Central Park for excursion parties. This is a beautiful place to go to for a rest, good fishing, etc. It affords a fine view of all the passing steamers and vessels, and in the evening it is the best lighted up of any of the parks.

The steamer Rawson, on her up trip from Ogdensburg, broke her shaft, and is repairing up at Alexandria Bay.

On Friday evening as your correspondent was coming up on the steamer Jessie Bain from Alexandria Bay to Central Park, a little after 9 p. m., the heavens were lighted up, and casting his eye to the south, a large meteor was seen, and as it bursted displayed a beautiful shower of red stars, changing as they faded to a pale blue.

The steamer Jessie Bain, in her morning trip to T. Q. Park, when near the dock, bursted her cylinder head. She had some dozen passengers, but they did not get very panicky. She was towed to Clayton for repairs.

Hanlan and Lee still remain on the river. Are out every day for a spin. They give some of the steam yachts a little run.

The steamer Deseronto will be drawn off the Clayton & Gananoque route, and the steamer Armenia, a larger boat, will take her place.

The owners of the steamer Jessie N., of Alexandria Bay do not tumble to that $500 challenge of the Jessie Bain for another race.

B.

BAY CITY.

Special to the Marine Record.

The Canadian schooner M. L. Brett arrived in the harbor Sunday morning in tow of the tug Tom Maytham. The Brett will load square timber for Kingston.

The schooner Cavalier (Canadian), loaded oak timber at Point Augres, and sailed into this port to finish her load which goes to Kingston, thence to England.

The tug Tom Maytham, Captain Fred Barclay, did a remarkably good job of towing on Monday, having taken the schooner Lizzie P. Betts to Saginaw and brought the barge Mary Birckhead down in just three hours. The Birckhead was partly loaded, and the distance for the round trip is nearly thirty miles.

The schooner Chappell that recently ran into the Third street bridge has again got into trouble, having been dismasted on last Saturday night, off Thunder Bay. She was brought to this port for repairs.

The iron tug Peter Smith has been in the drydock at Wheeler's for a searching and new shoe.

The captains of the steambarge D. F. Rose and consorts Boscobel, Marine City, and Racine commenced loading their respective crafts on Monday morning. After an hour or so of work the wollopers were informed that 30c per hour, were the wages to be paid, whereupon the men immediately quit work. The captains then compromised by giving the good men 40c. and the scrubs 30c.

The little hooker, General Butler, of 15 tons burden, light, and bound for Sand Point, after gravel, went ashore during Saturday night's blow, between Whitney's mill and the dock at Point Lookout. The Butler went among the logs on the beach and was badly broken up. Her owners are at work trying to patch her up.

The new steamship Alexander Folsom and barges B. M. Baker, R. J. Gibbs left the river on Saturday on her maiden trip.

The barge Tailor, loaded with oak lumber, sprang aleak on Friday, and had to unload part of her cargo and go in the Bay City drydock for repairs.

The steamship C. F. Curtis and five barges arrived in the river to-day from Tonawanda.

The iron tug Record is here, making up a tow for Ohio, but with the present state of affairs such a task is no easy matter, as the steambarge Bay City that left here Sunday morning, waited ten days to make up a tow of five barges.

The barge Sunbury, Captain Zach Lapham, left the river Sunday, in tow of the propeller Bay City, with 142,000 feet of bill stuff as a cargo, her regular load being 250,000, but that was all she could get, and they left in that shape, hardly up to the rail. How barges can make anything at this rate is a sticker to most people, but Zach always keeps a moving, as it were.

The Bay City wollopers have agreed with the Saginaw wollopers not to go above or below Melbourne in the loading of boats, so all craft loading above Melbourne will have to take Saginaw crews, and those loading above in part and finishing here will have to take a new gang to finish them at this port.

A number of our saw mills have gone to work on 10 hours at 11 hours' pay.

The steamer Metropolis is giving Sunday excursions to Point Lookout, which are proving very remunerative to her owners.

Manager Armstrong, of the fire patrol boats has had orders from the board of trade, both at East Saginaw and this city, during the strike to keep his tugs at the dock at all times, in case of fire, for which he is said to be receiving a very snug little sum.

SHAW.

SAULT STE. MARIE.

The steamer Quebec, Captain J. B. Symes of the Northwest transportation, on her downward trip through the Sault river ran on the rocks at West Rock light, near the Devil's Gap, on the night of the 15th. The steamer Ontario, Captain H. Zealani, of the same line, arrived on her upward trip at noon of the 16th and made every effort to get her off. Part of her cargo, all of her passengers, twenty-five in number, the baggage and the crew were taken off, and the Quebec went down stern foremost in one hundred and twenty-five feet of water on the night of the 16th. Her cargo consisted of seven hundred tons, mostly flour and wool. The passengers and crew were landed by the Ontario at Sault Ste. Marie.

BUFFALO.

Special to the Marine Record

The schooner Willie Keller, coal laden, which found the bottom in Welland canal recently, was raised by D. W. Carter and brought to this port. Her repairs will be made at the Union drydock.

The new steamship Tioga, Captain Shannon, arrived Friday night, making her first round trip. She brought down 2,600 tons of coal on 15 feet 4 inches draft. Captain Shannon reports that she works well every way.

Several of the line boats will be placed in ordinary this week for want of business. They will comprise six of the Anchor line boats, four of the Union line, and four of the Western line. This action is the result of an agreement between the line managers to retire fifteen boats until paying business comes on again.

It appears from the quantity of grain in store at this port that the theory of the elevator people to make Buffalo a center for the storage of grain is being well carried out. All the old railroad houses are full, there being about 3,000,000 bushels in store, but there is room in the Lackawanna and other elevators to accommodate 2,000,000 bushels more. If shippers would study the situation vessels would get better dispatch in unloading.

Excursion steamers Periwinkle and Pickup are doing profitable business.

It is thought that the schooner Clyde, which went on Mohawk Reef last week, will be a total loss. Her cargo of timber was taken off by the Gleniffer.

Considerable interest will center in the propeller C. F. Curtis and her tow, the N. Holland, T. S. Fassett, Senora, T. G. Lester, Montpelier, J. F. Warner, Star of Hope, and Isabel Reed, eight of them.

At the Union drydock the propeller Missouri got a new shoe. The Anchor line steamer Clarion, in collision with the ferry steamer Lansdowne, in the Detroit river last week, got her broken bulwarks repaired.

Captain Robinson has entered on the duties of supervising steamboat inspector at this port.

S. A. Murphy has the contract at $7.000 to raise the Quebec, sunk in St. Mary's river.

The India, for Duluth, has a large number of passengers, among them Vice President and Mrs. Thomas A. Hendricks, for Detroit.

No coal charters were reported yesterday either for Chicago or Milwaukee. Shippers would not pay over 50 cents and vessel owners refused that rate. The charters included the Iron Chief for Superior City and the Iron State for Duluth at 40, and the Egyptian for Superior City at the same rate.

Canal freights were unchanged at 3⅛ and 3¼ on wheat and 1⅞ cents on corn.

I.

TOLEDO.

Special to the Marine Record.

Freights are dull and offering light in coal to Lake Michigan ports at 50c., and 85c. to Kingston. Nothing doing in grain.

Captain Geo. Mackey, of schooner Jas. R. Benson, was badly hurt yesterday afternoon while loading lumber. A square stick of timber fell in such a way as to catch both of his feet under it, causing a bad jam, but no bones were broken. He is getting along as well as can be expected.

Schooners Pulaski and G. M. Case are at Columbus dock, loading coal for Kingston at 85c.

Schooners J. H. Breck, Grantham, W. R. Taylor, Augusta, and Jas. R. Benson are all here, loading lumber for Garden Island.

Tug A. W. Colton took the Toledo yacht club to Put-in-Bay last night to witness the races of to-day.

Schooner Reed Case arrived here yesterday morning with 22,000 bushels of wheat from Chicago, for Churchill, Bennett & Co., of this place. This is the first cargo that has arrived this season from Chicago.

The Kingston News says business is at a complete stand still in Toronto as far as marine movements are concerned. Schooners are lying idle, tied to wharves, doing nothing, earning nothing, and being simply white elephants on the hands of their owners.

Schooner Reed Case is at Columbus dock, loading for Green Bay, and Maria Martin for Milwaukee.

J.

THE Port Arthur Daily Sentinel, a live paper in a live town, is full of fresh news each day, in addition to which it prints a supplement daily. The advertising columns of the Sentinel bear evidence that its efforts to place before its readers the latest and most reliable news is highly appreciated With the development of the mining interests, and the growth of Port Arthur, the Sentinel has a great future before it, a condition which its able editor and manager, W. S. Dingman, is fully equal to.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXVI.

The season of 1839 was not without the usual incidents of those days, although the lake casulties were not as numerous as in other years which have been noted. A severe gale was experienced by the shipping in the month of October, of three days' duration. Several steamers were unable to make landings where they usually took on their supply of wood.

The steamer James Madison left Chicago for Buffalo, and on arriving off Milwaukee, anchored in the bay. The storm came on when she broke her anchor and returned to Chicago. She had two feet of water in her lower cabin, while several of the state rooms were stove in by the raging waters.

The ship Milwaukee, brig John Kinzie, schooners Illinois, Virginia, and three others were driven ashore, near Michigan City, where the first named became a total wreck.

The schooner Henry was completely dismasted off Fairport. She was laden with wheat from Lake Michigan. The Henry was a lower laker, and an old craft. She cast anchor six miles from shore, and was towed into port.

The steamer Great Western, commissioned that year, and owned and commanded by Captain Augustus Walker, commenced plying. Her dimensions were: Length, 183 feet; breadth of beam, 34 feet 4 inches; across the guard, 60 feet; depth of hold, 13 feet; custom house tonnage, 781 tons; being greater that any craft that had ever floated upon fresh water up to that period. She was propelled by a high pressure engine, made at Pittsburgh and said to be the largest engine of that description ever made in the United States. The cylinder was 30 inches in diameter, stroke, 10 feet, and rated at 300 horse power. Her paddle wheels had a radius of 13½ feet, and 12 feet in breadth. The entire hull was occupied by the boilers, with holds for freight and wood. On the main deck aft was the ladies' cabin and state rooms, while on the hurricane deck the main cabins extended almost the whole length of the boat. On this deck there was also a ladies' saloon aft, the dining cabin next, and the saloon or bar room forward. State rooms, sixty in number, were arranged on either side of these cabins, the whole length, with three berths in each, making in all about 300 berths.

The schooner Globe, Captain Rosseter, was capsized by a squall, six miles off Cleveland. She was from Buffalo, with a small quantity of pig iron on board. The crew was picked up by the schooner Agnes Barton. She was subsequently righted and towed into port, with no serious damage. The steamer Vermillion, Captain John Shook, was severely censured for not going to her rescue, although she had steam up, and was about ready to start for Buffalo.

The steamer Illinois, Captain Blake, run into the steamboat Rochester, below Detroit, causing considerable damage to the latter, which returned to Detroit for repairs.

The population in 1839, at the various lake ports, was given, as follows: Buffalo, 20,000; Erie, 3,500; Cleveland, 8,400; Sandusky, 3,500; Lower Sandusky, 1,500; Perrysburgh, 1,600; Maumee, 2,000; Toledo, 2,000; Detroit, 6,500; Monroe, 3,500; Chicago, 5,000; Milwaukee, 3,500; Michigan City, 1,000; Huron, 1,500; Dunkirk, 1,500. It had quadrupled in eight years' time.

Of property on which toll was charged by weight which arrived at Cleveland during the month of April, 1839, by way of the canal, there was a total of 15,426,614 lbs. During the corresponding month of the year previous, there arrived 10,417,195 lbs. The following comprised the chief articles that arrived during the month, viz: 98,734 bu. wheat, 820 barrels whisky, 3,449 bu. corn. 207,710 lbs. bacon, 146 bu. oats, 213,559 lbs. lard, 22,524 bbls. flour, 1,130 lbs. butter, 3,943 bbls. pork, 550 cords of wood. There were cleared at Cleveland during the same month, by way of the canal, 2,368,120 lbs. During the corresponding month of the previous year, 858,854 lbs.

The amount of tolls collected during the month of April, 1839, was $4,484.57; during the same month, previous year, $1,617 55

The rates of fare and transportation on the lakes by the Steamboat Combination Company were as follows in 1839: Buffalo to Cleveland, cabin fare, $4.00; steerage, $2.50. Detroit, cabin, $8.00; steerage, $3.00. On freight to Chicago, light, per 100 lbs., 87½c.; heavy, 62½c.; barrel bulk, $1.50. Silver Creek, Dunkirk, and Barcelona, 25c. and 35c.; Erie, Grand River, and Cleveland, 27c. and 40c.; ports above Cleveland to Detroit, 30c. and 46c.

The steamer St. Lawrence was the fastest boat plying on Lake Ontario during the season of 1839. In a heavy gale, with the sea continually breaking over her, the St. Lawrence made the run from Oswego to Lewiston in 12 hours and 7 minutes, and passengers by her, who took tea in the evening at Oswego, breakfasted the following morning in Buffalo. She was long, sharp, and narrow, and was propelled by two powerful, low-pressure engines.

The schooner G. S. Weeks, of Oswego, created quite a hubbub, for a time, by her being seized by the Canadian authorities at Brockville. The Weeks had merchandise for that port, and was seized immediately after discharging her freight, under pretext, it was said, of her having on board one piece of state ordnance for a company of state artillery at Ogdensburg. As soon as informed of the seizure, Colonel Worth left Sacketts' Harbor in the steamer Oneida for Brockville, with a company of United States troops on board. Colonel Young, the commander at Brockville, demanded the surrender of the schooner to her owner, but the militia, who had possession, refused to give her up. Aid was sent for to Kingston, and two companies of the 83d were dispatched to Brockville by steamboat. After the arrival of the troops from Kingston the schooner was surrendered to her officers upon the formal demand of Colonel Worth.

Palmer, Bush & Co., Toledo; J. Wolcott & Co., Maumee; Pease & Allen, Cleveland; Townsend & Henderson, Sandusky; Thos. Richmond, Richmond; Weckham, Walker & Co., Huron, O., were respectively engaged in the forwarding business at the ports named.

Bronson & Crocker were the proprietors of the Troy & Oswego line of canal boats at Oswego. The Western Transportation Company had a line of canal boats running between Albany and Buffalo, in connection with the steamboats, Thomas Jefferson, James Madison, Erie, Buffalo, Pennsylvania, brigs Neptune and Rocky Mountains, schooners Platinia, Dayton, Wyandotte, Major Oliver, and the Ohio line, on the Ohio canal. Agents, J. Maxwell & Co., Winslow, Spencer & Co., Buffalo; A. R. Cobb, Cleveland; Walton Smith, Dunkirk; Chas. M. Reid, and Wright & Hurlbut, Erie; John H. Hall & Co., Ashtabula; Jenkins & Tracy, Huron; Hollister & Boalt, Sandusky; Hubbard & Co., and Walker & Co., Chicago; Wm. Teal, Michigan City.

Oswego line of lake boats, Henry Fitzhugh, manager at Oswego. Agents, Wm. Buckley, Sacketts' Harbor; John Counter, Kingston; O. P. Starkie & Co., Cape Vincent; J. W. Fuller & Co, Alexandria; White & Hooker, Morristown; Mathias Easton & Co., Brockville; C. B. Allen, Ogdensburg; J. Brown, Toronto, Canada; J. Young & Co., Hamilton; A. Lane, Youngstown; R. L. Hurd, Lewiston; Fleeharty & Co., Huron; Barber & Barry, Sandusky; Bissell & Gardner, Toledo; J. S. Wright, Chicago.

Ohio and Illinois line. Agents, Barker Oatman & Co., Buffalo; Tuft & Parke, Cleveland.

Navigation opened at Buffalo April 11, the Erie canal on the 20th following. The first vessel to leave Chicago for Buffalo was the schooner James G. King, April 19, with 57 passengers.

The excitement consequent on the rebellion, which broke out in Canada in 1837, had not yet become altogether quieted during the navigation of 1839, and vessels, passing through the Welland canal from American ports, were frequently subject to annoyance from the militia, stationed along that thoroughfare. The schooner Stephen Girard, Captain John C. Huguin, left Oswego April 15, for Cleveland. She passed through unmolested to the last lock at Gravelly Bay. On her arrival there she was assailed by about 150 soldiers in uniform, under mounted officers. They ordered the captain to haul down the stars and stripes, calling the crew a set of d——d Yankees; declaring if they did not come down they would come on board and haul them down themselves. To this threat the captain made no reply, when one of the officers ordered some of the soldiers to get in the main rigging and cut the halyards, which order was obeyed, and in hauling the colors down they got foul in the cross-trees, when the officer ordered the soldier down, and said he would make the d——d Yankees take them down. The captain was forced to send one of his men aloft and get the flag down. The sailor threw it on deck, when it was ordered ashore, which the master was obliged to do, after which he attempted to get his vessel out of the lock, and when she was nearly through, the officer ordered his men to shut the gates upon her, in which attempt they failed, but caught the small boat, which hung upon the davits, and stove it in, leaving it in a sinking condition. The officer then ordered the soldiers to stop the vessel by taking out her lines. They failed in this attempt, as the wind blew strong from the north. The captain succeeded in making sail, and after receiving a good pelting from stones got away. The soldiers manned a boat and followed the vessel, but could not overtake her. The flag was torn in strips, amid the hideous yells of the soldiers. Subsequently a new flag was sent the master by the Canadian authorities to Cleveland, with a letter denouncing the outrage and deploring its taking place. The officer and soldiers, taking part in the affair, were placed under arrest and a court of inquiry instituted. The authorities regretted they had not known it before the vessel left. This letter of apology was signed by C. J. Baldwin, the Colonel commanding the forces.

THE SCHOONER JOHN A. PORTER.

LORAIN, OHIO, July 16.

To the Editor of the Marine Record:

In the "History of Lake Navigation, Chapter XXIV.," published in your issue of July 9, I find the statement that the "steamer Chesapeake, in the month of June, 1846, came in collision with the schooner John F. Porter, five miles off Conneaut, resulting in the loss of thirteen lives," and that "the schooner was owned by D. N. Barney & Co., of Cleveland, and was freighted by Connecticut and New York firms."

Being well acquainted with the facts of the collision, I take the liberty to ask you to correct an error which your historian, who is generally right, has fallen into on account of the similarity of names borne by two schooners, plying the lakes at that date. I refer to the John A. Porter and the John F. Porter, the former being the one concerned in this collision, and of which my father, John A. Thomas, was master and part owner. She was rebuilt at Sackett's Harbor in the spring of 1845, and was then known as John Porter, but after she arrived at Cleveland, where Captain John A. Thomas lived, her name was changed to John A. Porter. Associated with my father in the ownership of the schooner was a forwarding merchant in Chicago named John Thomas, and the vessel was freighted at his dock on this fatetul trip. Captain John Williams, of Racine, Wis., was first mate; William Danniels, Henry Danniels, Big Danniels, and my eldest brother, Lewis Thomas, are all of the names I can remember of the crew who were on the John A. Porter. Captain John A. Thomas, who was an old salt water sailor, was called to the eternal mooring ground in June, 1884.

MRS. H. M. W.

[The schooner John F. Porter, referred to in the above communication, will be remembered by some of our readers as having been formerly the steamer Cincinnati, a high pressure boat of 116 tons, built at Sandusky in 1836, and altered into the schooner John F. Porter in 1842. In September, 1848, we find her ashore at Buffalo, but released, her damages amounting to $300, and finally ashore at Racine in 1850, when she proved a total loss. Value, $800.—ED.]

RELICS.

FRANKFORT, July 20.

Special Correspondence to the Marine Record:

The wrecking schooner Experiment of Racine Captain M. Beffel, is engaged in recovering what is left of the sunken ore schooner Flying Mist, lost seven miles south of Frankfort November 16th, 1883. She was laden with 547 tons soft iron. The wreck lays in 20 feet of water and is nearly broken up. Thus far 135 fathoms of chain and two anchors weighing 1,200, and 1,700 pounds, besides parts of windlass, etc., have been recovered.

Captain B. showed your correspondent a bar of lead marked J. W. Daugherty, N. Y., which he picked up from the sunken wreck of steamer Independence exploded on Lake Superior 1852; quite a relic, having been sunk 30 years. In this connection it may be said the Independence was the first steamer that ploughed through the waters of Lake Superior, about 1846. She was commanded on her first trips by Captain Averill, Sam Moody mate; Thos. Ritchie, engineer; Captain Stanard, pilot.

I was also shown the anchor chain of the old brig Neptune sunk at Point Sauble 30 years ago. Old sailors will remember the craft. She was built about 1836.

On the night of the 4th a wretch sneaked on board of the tug Cynthia and filled up the boxes and bearings of that craft, nearly ruining the engine. Not content with this he boarded the tug Hannah Sullivan, and slipped the excentric rods.

He next went on board of Woodward's steam pile driver and broke up the water guages, loosing nuts, bearings, etc. Such a wretch should be stretched by the neck with a good, strong hemp rope. B

Bids for the repair of Buffalo breakwater will be opened on the 30th inst.

THE SECOND ENGINEER IS MADE A CAPTAIN.

CARIO, ILL., July 20.

To the Editor of the Marine Record:

Please forward all letters of congratulation, that may come to your care to this point, for I am sure the boys will be delighted to hear that I have been appointed master of the steamer Rodolfus Doty.

Yes, I'm a full fledged captain, and I feel so mighty swelled up that I can hardly find the patience to write and tell you all about it Phil Upshot, the owner of the Doty, read in the paper about my oratorical effort at Columbus, on the 4th and he hastened to that point to learn if I was the author whose prognostications of the future of western steamboating had created such a furore among the substratum of steamboatmen. When the true facts of the case had been confessed the gifted gentleman, without more ado, said, "Young man you are a genius and the very man I want for commander of my boat; therefore, as soon as you get out of jail, which will be very soon, for I will work the judge for all he's worth, you go and get your license and go on board of the Doty and take full control; pay off every man, and get a crew from engineer down to rooster if you wish."

I thanked the man and said I'd do it, and that I'd try and give him satisfaction. So I am going to join the Good Templars, and as my star seems in the ascendancy, I will try and redeem the past and build a monument of greatness, by my future bravery as a commander, as shall warrant the doting gray beards in painting me out as the epitome of success, and hold my life up as a mirror, in which shall be reflected all the grandeur, all the excellence of true and unsullied nobility. That is my ambition, so give me the blessing of the MARINE RECORD.

THE SECOND ENGINEER.

FARRAGUT ASSOCIATION.

The Farragut Association of the west met at the rooms of Commander C. W. Adams, in the Ashland block, on Thursday evening, July 16, and elected the following officers: C. W. Adams, commander; John W. Page, executive officer; Sam'l J. Jones, surgeon; Horatio L. Wait, paymaster, and L. B. Curry, secretary. An executive committee was appointed, consisting of the following: C. W. Adams, John W. Page, William G. Morris, D. B. Hibbard, W. H. Thompson, W. M. Chester, and L. B. Curry. These gentlemen are to meet at the headquarters of the commander, in the Ashland block, July 30 to re-write the constitution and by-laws, and make preparations to push the interests of the society to the front. The aim of the society is similar to the naval societies in the east, to bring together those who served in the naval service during the war of the rebellion, and to admit to honorary membership old members and present members of the American navy. The association is at present merely social, and may at some time become also beneficial. There are hundreds of officers, seamen, and marines in Chicago and the west who should enroll their names in this organization.

The dues are merely nominal, and April 24 is set apart for reunion day, that being the anniversary of the day on which Admiral David G. Farragut's fleet ran the forts below New Orleans in 1862. Papers on matters naval by members of the association will be read monthly at the meetings, and some very interesting papers may be looked for. Colonel Thompson, who, by the way, is an old salt, will probably have something interesting to say about South America, as well as incidents of the rebellion. Commander Adams will talk about the tribes of the east coast of Africa, and other interesting data, while Captain Morris promises interesting chapters on the islands of the South Seas, including an interesting visit to Pitcairn's Island, the home of the Bounty mutineers, and his rebellion experiences under Farragut and Lee. John W. Page, and in fact all of the members, intend to do their best to make the monthly meetings of the association interesting, and they especially invite all ex members of the navy to call on them at Commander Adams' room in the Ashland block on the second Thursday of each month.—*Chicago Inter-Ocean.*

The Canadian minister of marine and fisheries has decided to establish six new life-saving stations, the life-saving corps at each place to consist of a captain and six men. The stations will be located off Cobourg, Toronto, Port Stanley, Point Pelee, Goderich and Collingwood.

Commander Boulton, in charge of the Georgian Bay survey, gives notice of the discovery of a reef with thirteen feet of water on it, known as MacNab rock. It lies 6⅛s. distant, a little more than a half nautical mile from the buoy on Surprise shoal. Vessels passing north eastward of it and Surprise shoal should keep the whole of Griffith's island open of Cape Croker.

The Ogdensburg Coal and Towing Company, through their Oswego agent, Mr. J. E. Kelley, have contracted with D. Murphy & Co., representing some of the Ottawa lumber dealers, to transport several million feet of lumber from Lachine to Oswego, N. Y. The lumber is carried to Lachine on river barges and transferred there to lake barges for Oswego. Heretofore this business has been done by rail to Brockville and by water from there to Oswego.